

PROCESSING

## INFORMATION REPORT INFORMATION REPORT

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COUNTRY Czechoslovakia

REPORT

SUBJECT Production and Export of Vehicles  
(motorcycles, passenger cars,  
buses, and trucks;  
motorcycle export)

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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1. Motokov, Prague

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- a. Motokov, the official Czech foreign trade corporation for the export and import of vehicles and light engineering products, is the sole authority for the export of all power-operated vehicles. Leading personalities at Motokov are:

- (1) General Director J. Ruzek
- (2) Deputy General Director V. Vik
- (3) Chief of the Foreign Division Ing. V. Salec
- (4) Technical Director of the Foreign Division Dr. Zdenek Semarad
- (5) Secretary of the Foreign Division Frantisek Orlik
- (6) Chief of the Racing Division Frantisek Smolka

- b. Motokov appears to have assigned top priority to exports for the Near East, although there is continued interest in the western market.

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Sales to Satellites are made either for political purposes or for profit.<sup>2</sup>

- c. The following is approximately the distribution of Czechoslovak passenger cars for export:

- (1) 50 per cent to the Near East and to the Far East
- (2) 30 per cent for home consumption and for other Satellites
- (3) 20 per cent for the western market

2. AZNP, Mlada Boleslav

The AZNP concern (Automobilove zavody, n.p. - Automobile Works, National Enterprise) is currently the largest passenger car plant in Czechoslovakia and produces 30,000 to 40,000 Skoda passenger cars a year. It employs 25,000 workers.<sup>3</sup>

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3. Tatra, Koprivnice

The new Tatra-603 is to be produced by the plant at Koprivnice. The car will have eight cylinders and the capability of a speed of 180 km. per hour. The retail price in Federal Republic will be about DM 10,000. Delivery is expected in the fall of 1957.<sup>4</sup>

4. Truck Production

The two trucks produced in greatest quantity are:

- a. Tatra-111, a three-axle truck, diesel, 12-cylinder, 180 h.p.;
- b. Praga V 3 S, a heavy-duty truck with six cylinders, 100 h.p.; Torque 2100 per minute; fuel consumption of 27 liters of diesel per 100 km. at five-ton load; speed 62 km. per hour.<sup>5</sup>
- c. In addition to the above two types of trucks the following are available for export; the Skoda-706, the Skoda-706 ROK (a garbage truck), and the Tatra-111 HSC 4 with a crane.

5. Bus Production

- a. Bus production, especially for export, is primarily gauged to the Skoda-706 RO which was developed from the Skoda-406 and the Skoda-606. In 1955 about 3,000 buses were built. Production is supposed to be substantially increased in 1957.
- b. For the home market and limited export to Satellites a trolleybus is produced, the so-called 8 T r.

6. Military Vehicles

Military vehicles are now produced almost exclusively with diesel motors. Some civilian vehicles, like the Skoda-706 RO bus, are already equipped with diesel and the trend is for nearly all civilian trucks to have diesel engines too.

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7. [redacted] photographs of a new Skoda convertible produced by AZNP and the Tatra - 603, produced by the Tatra plant at Koprivnice. These automobiles are to reach the foreign markets in the fall of 1957.

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Comments:

1. [redacted] an effort by Motokov to increase the export price of the Skoda passenger cars. German dealers thus far successfully argued that the public would not pay the higher price.
2. This would indicate that sales to another Satellite "for political purposes" that is, for over-all Satellite considerations, such as CEMA, may also be made below cost. [redacted]
3. Ceteka reported, on 22 June 1956, that the 1960 plan calls for an output of 48,000 Skoda-440 and 6,700 Skoda-1200.
4. Ceteka reported, on 22 June 1956, that the 1960 plan calls for only 300 Tatra-603.
5. [redacted] a maximum climb of 63 per cent at 5.2 tons. It is believed that this figure should have been 36 per cent.

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